

OTHER TUGS
IN NO DANGER.

Capt. Dick Thinks the James D. Nicol Was Not Properly Loaded.

TUG PILOTS AS WITNESSES.

Wreckage Picked Up by "The Evening World's" Tug Force—Tug Force Identified.

DRUNKENNESS, SAYS HYDE.

Nicol's Captain Explains Why Passengers Were Drowned While the Crew Escaped.

The investigation to ascertain the cause of the wreck of the tug James D. Nicol was continued by Capt. James Fairchild and Thomas Barrett, of the Bureau of Inspection of Steam Vessels, at 10:30 o'clock this morning, in room 154 or the top floor of the Federal Building.

James C. Halpin, assistant superintendent of the Reeves Towing Company, was the first witness examined.

"I made the arrangements with Mr. Kirschner, of the Herring Fishing Club, for the use of the tug," said he.

"I did not tell Mr. Kirschner that the tug could be chartered to carry sixty-six persons. My understanding is that he told me that there would be from forty to fifty people on board."

The witness said that the only instructions given to the captain of the Nicol were to go to East Fifth street and take a party on board and collect \$50. No instructions were given to the captain as to the number of people he was to take on board.

"Did any of the officers of the Nicol report to you at any time that she was under way?"

"No, sir."

Capt. Joseph Blatter, pilot of the tug Robert H. Sawyer, which was near the Nicol at the time of the disaster, testified as to the weather conditions.

"The sea was very rough and made it pretty bad sailing at the time," he said.

"There were ninety people on the Nicol," he said.

"As a pilot of experience, to what do you think the accident to the Nicol was due?"

"All crowded to one side."

"Well, the passengers were all crowded to one side of the tug, and when she was struck by the sea, she was not able to right herself."

How did the passengers on the Nicol behave?"

"Admirably. They distributed themselves evenly over the tug."

Did you think the crew would have done better with fewer people on board?"

"I can't say. I don't know how many she carried."

The witness said that the Nicol was heading for inside the Highland Lights, and the Nicol was just ahead.

Capt. Phillips, pilot of the tug E. B. Evans, said that he saw the Nicol founder. The sea was rough at the time, and the Nicol was not properly loaded.

It was a half hour later before the anchor was raised, Gilmore says that the Nicol went down stern first, while the bow and came up taking away.

He says he got hold of a piece of floating wood and hung on to it until a man who had apparently lost his presence of mind grabbed the tug and went down.

It was a game of two or one getting drowned, so I let him have the anchor's boat.

Gilmore says he is ready to go before the investigating committee if he is wanted.

SAW LOTS OF WRECKAGE.

Fearful That a Schooner Has Foundered with All on Board.

Capt. Magin, of the German steamship Moravia, from Hamburg, which arrived at this port this morning, reports that he had seen a schooner foundered with all hands.

He says he saw a large quantity of wreckage, principally of small spars, portions of deck, hatchway covers and a great quantity of new pine planks.

There was no sign of a tame on any portion of the wreckage.

Capt. Magin says that the schooner was struck by a large iceberg and foundered with all hands.

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NO RELIEF IN SIGHT.

Forecaster Dunn Promises More Warm Weather.

He Will Try to Coax Up a Thunder-Storm for This Evening.

Humidity and Old Sol Combine to Distress New Yorkers.

Hourly Heat Record.

Hour	Degree	Hour	Degree
6 A.M.	72	1 P.M.	82
7 A.M.	74	2 P.M.	84
8 A.M.	76	3 P.M.	86
9 A.M.	78	4 P.M.	88
10 A.M.	80	5 P.M.	90

The hottest previous July 2 in New York was in 1872 and 1878, when it was 94 at 10 o'clock A. M.

A few minutes before 10 o'clock this morning Mr. E. B. Dunn, of many titles, who is paid by the Government to supply New York with weather, entered his office. About a dozen reporters were waiting for him.

After removing his coat and hat, Mr. Dunn made a leisurely survey of the room, and began to study some mysterious-looking figures on his desk. Nobody said a word.

Finally he looked up, and in his most dignified manner said, "Gentlemen, it is warm."

There was another silence, and Mr. Dunn, seeing that there was no chance for an argument, continued:

"At 8 o'clock this morning Albany was the hottest place in the United States. In Boston it was 90, and at Montreal the same."

It is not everywhere east of the Mississippi River in the Northwest it is somewhat cooler."

There were heavy showers last night along the Southern Atlantic coast and in certain parts of North Carolina the rainfall was 4.36, which is remarkable."

Still collectedly said a word, Mr. Dunn continued:

"Our old friend humidity is still with us. At 8 o'clock this morning it was 80 per cent, and by 10 o'clock 80."

There may be thunder showers this afternoon, which will cool the air somewhat, but to-morrow will be a warm day. Gentlemen, good morning."

On the line of one of the hats was the name in red "George Elbert Brown."

"Neither of these names appears on the list of missing or rescued, and the Nicol was not in the water," said Mr. Dunn.

"Right away."

Hyde kept on eating.

Gilmore warned the captain, but a precious hour was wasted.

James Gilmore, of 115 Broad street, who is a survivor of the Nicol disaster, told a story to-day which would seem to show that the captain of the tug either was careless or the danger he was in or was foolish.

Gilmore says that an hour before the tug went down he sent John Quinn, of 10 Stone street, to tell Capt. Hyde, who was eating his dinner, that he had been called to the forenoon, as a witness.

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A Fourth of July Idyl.

A SIZZLING CANNON-CHUCKER IN HIS THE SMALL, BUT HEFTY PLANT.

HE SHORT-LIVED IS ALAS, HIS GLIDE, BUT HIS FATHER LANDS HIM ON HIS ENER

AND GENTLY WARMS HIS PANTS.

Presumably, Sir, our son and heir, being a model youth, respects your person and habits—far too much to de-erate either with his fireworks. But if we're wrong, forget, for once, what Solomon said about the rod and spare him. New clothes cost little here—very little. The good sort is the only sort we make—but our prices are low.

Serge Suits, Summer Coats, Vests, &c.—all nobby, perfect fitting and reliable.

These Homespun Suits are much better than the ordinary, especially in point of material and style. The cloth was intended for the use of tailoring firms only. We got hold of it. We can't tell just how little it cost, for several reasons. Anyhow, we've made up the suits in our way, and if you'll get a very large idea of how much less twelve-and-a-half is than what they are worth.

Any kind of Scotch Homespun is delightfully nice for summer wear, and the better the kind the nicker it is. That goes without saying.

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